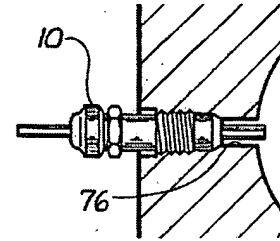


lines 6 & 7 of paragraph 2 of the December 28, 2004, Office Action).

While Fig. 1 of Brooks may appear to show such a feature, by looking at Fig. 5, it is clear that the hexagonal portion contains no groove at all.

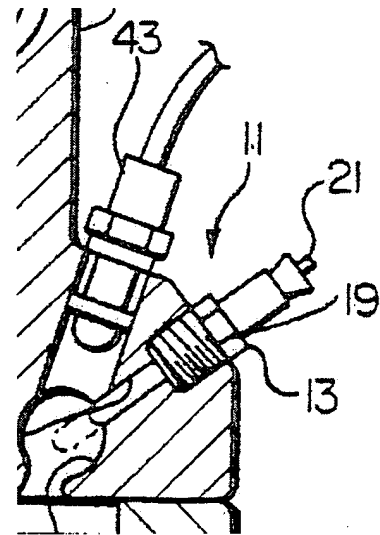
The groove 95 is located completely above the hexagonal portion 50.

That portion of the plug body above the groove is not hexagonal.



From Brooks Fig. 5

The second feature not shown in the cited references is the engine block contactable base located at the bottom of the hexagonal portion formed in a horizontal plane. The examiner cites the Duba patent No. 5,251,589 for the proposition that it shows a housing 13 of hexagonal shape (Fig. 3, 4) that is sealed with the engine block when the plug is vertically oriented, thus having a firm contact with the engine block (column 4, lines 52-67). Looking at the glow plug in Fig. 3 and 4 of Duba, it shows an opening in the engine block which is the same size as the largest outside diameter



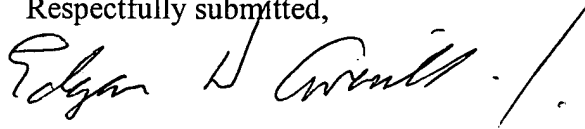
From Duba Fig. 3

of the hexagonal portion and, thus, clearly does not teach a seal between any base of the hexagonal portion and the engine block. The seal would appear to be at the bottom portion of the threaded portion. Applicant's claims call for an engine contactable base located at the bottom of the hexagonal portion formed in a horizontal plane. Studying Figs. 3 and 4, there is no hint of any base of the hexagonal portion contacting the block. Furthermore, the specification of Duba is silent as to any such seal.

It is noted that the Duba patent incorporates a Walton patent No.4,477,717. Walton clearly does not teach any engine block contactable base formed in a horizontal plane.

The examiner is urged to reconsider the final rejection in view of the above remarks and allow all claims as presented in the former amendment.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Edgar W. Averill, Jr.", followed by a long horizontal stroke.

EDGAR W. AVERILL, JR.

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